

Center Streetscape
June 29, 2011 11:00 a.m.
Legion Room, Cary Memorial

Jay Emperor, Bill Hadley, Joe O'Leary, John Livsey, Maryann McCall-Taylor, Carl Valente

Carl Valente said he wanted to meet with Deb Mauger and Peter Kelley before spending any money on having simulation models done for various roadway layouts. He will meet with them together.

Joe O-Leary said that Chief Corr was concerned about narrowing the travel way and the effect on emergency response, both for police and fire. Various options were explored such as taking 2' from the north sidewalk to add to the south sidewalk or using 11' travel lanes. Joe will pull the statistics on the number of responses between Woburn Street and Harrington Road so the group could have some idea of the magnitude of the problem. When asked if the issue was the number of lanes or their width, he said both. John Livsey said that Mass Highway is going with 11' lanes on most jobs. Would it be possible to experiment with cones? The lanes could be tried reduced 2'. Joe also said that the treatment of the medians is important; flush is best.

The Board of Selectmen has identified pedestrian safety issue as key. The bumpouts and changes to the crosswalks address this.

Could 2' be shaved off the north side to allow a wider south side sidewalk? It would be expensive. The change to the curb in front of N-Star and the Post Office has removed the right turn lane.

The Bicycle Committee should be consulted. The plan has sharrows marked to the right of the lane, showing where bikes should be. There is a bike box at the light.

Is widening the south side possible? Is there any opportunity to take some roadway, perhaps making the inner lanes 11' and the outer lanes 12'? Joe said they would rather have 11'6" for both and that 10' turning lanes would be okay.

Bumpouts will only be where there are crosswalks. They will not narrow or deflect the travel lanes.

Carl Valente said that the plan with one through lane and one turning lane has no legs. What is the tipping point on the narrowing of lane width? If the parking net with the bumpouts is the same, the parking on some of the south side could be removed, allowing a widening of the sidewalk in that area. (The area in front of Crafty Yankee is already wider.) The key is widening in front of the Visitor Center.

Other issues to explore are:

- Is it possible to widen the south side of Mass. Ave. from Grant to Muzzey?

- Edison Way - one-way or two-way or out to Grant? The left out of Grant is difficult.
- Is the lighting being repositioned over the crosswalks?

The group agreed to have one plan to bring forward to a public meeting. This was the meeting that was originally to take place in June, but will now take place in September.

In the mean time the group agreed to do the following:

- Joe O'Leary to pull the data showing the number of emergency responses between Woburn and Harrington.
- Meet with Peter Kelley and Deb Mauger before going back to the Board of Selectmen.
- Meet with the Bicycle Committee to discuss sharrows or other means to best accommodate bicyclists.
- Meet with the Sidewalk Committee
- Meet with the Accessibility Committee to discuss material options. Concrete is about \$8/square foot, brick about \$25/square foot. In Boston they require a minimum pathway of 4' be done in concrete with other treatments possible for the rest of the width.
- John Livsey will find out about Arlington's experience on a similar project
- Set up a camera on a fire truck to see what happens when a fire truck goes through the Center.
- Jay Emperor will draw up a new plan A to use in meeting with Pete Kelley and Deb Mauger.